

CHAPTER FIVE

SECURITY AND READINESS

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500. PHYSICAL SECURITY CONDITION. All ships will maintain close coordination with NAVSTA Security Department, Bldg. 1591, Command Center (270-6301/5672) whenever an increase in terrorist Threat Conditions (THREATCONS) is ordered by competent authority. Individual ship action will conform to general measures outlined in CINCLANTFLTINST 5530.2A and specific THREATCON details as promulgated by SOPA (ADMIN) Mayport by message and/or by voice on HARBOR COMMON/EARLY WARNING NET (385.0 MHz). Strict ID checks will be conducted and vehicle/personnel movement will be controlled especially within the established 30 foot security buffer zone around each berth. Ships' personnel should provide assistance to the sentry as required and take immediate precautionary measures. (R)

501. DISASTER CONTROL TEAMS. In the event of domestic disasters, Disaster Control Teams will be assigned from fleet units to augment shore-based activities. The Commanding Officer, Naval Station Mayport, or a designated representative, will request such teams from SOPA Mayport. SOPA Mayport will evaluate the request keeping in mind the operational commitments of the fleet and assign quotas for the senior officer in command of each type ship present to fill from those ships.

502. READINESS FOR GETTING UNDERWAY. Prior to disabling any machinery which would affect a ship's readiness to get underway on 24-hour notice, a priority UNODIR message will be sent to SOPA MAYPORT, info SOPA (ADMIN) MAYPORT, REGSUPPGRU Mayport and appropriate commanders, describing machinery to be disabled and duration of disablement. This message should be received by SOPA a minimum of 24 hours prior to disabling machinery. (R)

503. AIR RAID BILL. Following are procedures to be complied with in the event the Jacksonville area is alerted for or subjected to an enemy air attack. For all practical purposes, the same procedures will be followed whether the attack is delivered by aircraft, missiles or other means.

a. Dissemination

(1) Air raid warning will be broadcast to ships at Mayport on 385.0 MHz voice (Harbor Common). Ships in the vicinity of NAVSTA Mayport, NAS Jacksonville and developed areas along the river will receive audible Emergency Warning Signals as promulgated in the Federal Civil Defense Guide and adopted by the Jacksonville/Duval County Civil Defense Warning System (CDWS). ALL CLEAR will be signaled over Navy circuits.

(2) Warning Signals. Audible attack warning signals for naval installations in Area "B" shall be the same as the Civil Defense Warning Signals. Audible signals other than those used by Civil Defense authorities may be adopted if and where they are deemed essential. Such action will be coordinated with local Civil Defense authorities.

b. Civil Defense Warning System

(1) Background. The Civil Defense Warning System is the system utilized to disseminate warnings of enemy attack on the United States. The Federal portion, which serves the continental United States, is called the "National Warning System (NAWAS)". The primary point of origin for NAWAS is the National Warning Center located in the Combat Operations Center at NORAD headquarters inside Cheyenne Mt. at Colorado Springs, Colorado. Warnings sent over NAWAS lines terminate at NAWAS Warning Points which are strategically located throughout

CONUS and have a 24-hour responsibility for further delivery of the information to state and local authorities and ultimate delivery to the public-at-large via emergency warning signals, radio broadcasts or other effective systems at the discretion of local Civil Defense personnel.

(2) Emergency Warning Signals

(a) Attack Warning Signal - A three to five minute wavering tone on sirens or a series of short blasts on the power house whistle, repeated as necessary. The ATTACK WARNING signal shall mean an actual attack against the country has been detected and protective action should be taken immediately.

(b) Attention or Alert Signal - A three to five minute steady tone on sirens, horns or the power house whistle. This signal may be used at the option of local authority to get public attention in PEACE-TIME EMERGENCIES. In addition to any other meaning or requirement for actions as determined by local government officials, the ATTENTION or ALERT signal shall mean to all persons in the United States "listen for essential emergency information."

(c) All Clear - Do not leave shelter areas until so directed by competent authority via radio, telephone or other means.

c. Action to be Taken

(1) Concurrently with dissemination of the initial attack warning, SOPA will, as the occasion demands:

(a) Direct ships to make emergency preparations for getting underway, and

(b) Initiate measures to recall personnel from leave and liberty.

(2) Upon receipt of an attack warning, commanding officers of ships will prescribe the highest practicable conditions of readiness.

R) 504. DESCRIPTION OF HAZARDOUS WEATHER PHENOMENA. A list of potentially destructive weather systems with associated definition follows:

a. Tropical Cyclone - A low pressure system with a closed wind circulation pattern that is of tropical origin and has existed for 24 hours or more.

b. Tropical Depression - A Tropical Cyclone with associated maximum sustained wind of 33 knots or less.

c. Tropical Storm - A Tropical Cyclone with associated maximum sustained wind of 34 to 63 knots.

d. Hurricane - A Tropical Cyclone with associated maximum sustained wind of 64 knots or more.

e. Wind Hazardous to Small Craft - Sustained wind between 16 and 34 knots.

f. Gale - Sustained wind between 35 and 49 knots.

g. Storm - Sustained wind of 50 knots or more.

h. Thunderstorm - Localized storm typically of short duration that potentially can produce wind gusts less than 50 knots and hail less than 3/4" in diameter.

i. Severe Thunderstorm - Thunderstorm that potentially can produce wind gusts of 50 knots or more and/or hail 3/4" in diameter.

j. Tornado - Violent rotating column of air associated with thunderstorms that touches the ground with wind inside the column from 100 to 250 knots. Updrafts may reach 175 knots.

k. Freeze - Air temperature below 32 degrees F/0 degrees C.

505. LOCAL HAZARDOUS WEATHER WARNINGS AND THUNDERSTORM CONDITIONS OF READINESS

a. Gale/Storm Warnings. Warnings will be issued by Naval Atlantic Meteorological and Oceanographic Detachment (NLMOD) Mayport whenever gale/storm conditions (not associated with tropical cyclones or thunderstorms) are expected in the vicinity of Mayport within 24 hours. The warning message will provide estimated time of onset and cessation of conditions. Ships will review heavy weather bills, ensure mooring configuration is appropriate, and police decks and pier for possible missile hazards. Ships will notify SOPA of any factors which may affect ship or personnel safety due to the predicted conditions.

b. Thunderstorms Conditions of Readiness

(1) Thunderstorm conditions of readiness are defined and established in OPNAVINST 3140.2D to prepare commands for the arrival of destructive or hazardous weather and to minimize resultant damage.

(2) SOPA (ADMIN) Mayport will set hazardous weather conditions associated with thunderstorm activity as described below:

(a) Thunderstorm/Severe Thunderstorm Condition II. Hazardous wind and associated phenomena including lightning are expected in the general area within six hours. Tornado formation is possible in the vicinity of severe thunderstorms. Take precautions that will permit establishment of an appropriate state of readiness on short notice.

(b) Thunderstorm/Severe Thunderstorm Condition I. Hazardous wind and associated phenomena including lightning are imminent. Tornado formation is possible in the vicinity of severe thunderstorms. Upon notification of Thunderstorm/Severe Thunderstorm I, refueling and ammunition handling operations will cease. For ammunition handling evolutions, ships will secure hatches, strike ammunition below, and have loaded trucks moved to a safe parking area until the condition is relaxed.

506. HURRICANE/TROPICAL STORM CONDITIONS OF READINESS/SORTIE CONDITIONS

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a. Conditions of Readiness

(1) Definitions

(a) Condition IV. Threat of destructive winds of force (35 knots or greater) within 72 hours.

(b) Condition III. Threat of destructive winds of force (35 knots or greater) within 48 hours.

(c) Condition II. Threat of destructive winds of force (35 knots or greater) within 24 hours.

(d) Condition I. Threat of destructive winds of force (35 knots or greater) within 12 hours.

(2) Setting of Conditions

(a) COMNAVBASE Jacksonville sets Hurricane/Tropical Storm conditions of readiness for Naval shore commands in North Florida, including NAVSTA Mayport. SOPA will be informed of Conditions set by COMNAVBASE Jacksonville.

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b. Sortie Conditions

(1) Discussion. Sortie conditions are established to support afloat unit requirements to depart well before onset of heavy weather, and will be based on forecast weather along the potential sortie track. Sortie conditions will be set by SOPA Mayport, based upon the estimated onset of destructive winds in the Jacksonville area, storm track relationship to evasion routes, and Mayport weather conditions. Sortie conditions will be set in consonance with, but independent of, Jacksonville Tropical Storm/Cyclone Conditions of Readiness, which are based solely upon the onset of destructive winds in the Jacksonville area. Anticipated sortie time will be promulgated by message when setting Sortie Conditions.

(a) Sortie C. Prepare to sortie within 36 to 48 hours to avoid heavy weather. Anticipated sortie commencement time will be included in the message setting Sortie C. Depending on predicted storm track, Sortie C may be set well in advance of Condition IV for shore activities.

(b) Sortie B. Sortie expected WITHIN 24 hours to avoid heavy weather.

(c) Sortie A. Commence sortie to avoid heavy weather.

c. Climatology. While no tropical cyclone should be underestimated, a study of the Mayport basin reveals the greatest threat occurs from hurricanes approaching directly from the east for the months July through September. the following factors are major considerations for effects to ships in Mayport:

(1) The unique geographical position of Mayport severely limits evasion routes. Early sortie may be required to avoid being caught either crossing the "J" of the approaching cyclone and steaming in the dangerous semicircle or transiting along the coast (in the preferred semicircle) on a poor seakeeping course due to inadequate sea room.

(2) Remaining securely moored in Mayport is not feasible due to potentially disastrous effects of winds and storm surge. Storm surge occurs when wind and pressure effects of the cyclone produce a sea height greater than mean sea level. When this "bulge" of water preceding a cyclone interacts with the coastline and is superimposed upon tidal fluctuations, it can produce devastating flooding and huge waves along the coast. Estimated storm surge heights for Mayport taking into account local bottom topography are as follows:

| <u>WIND SPEED (KTS)</u> | <u>MAX SURGE HEIGHT (FT)</u> |
|-------------------------|------------------------------|
| 65 | 5 - 7 |
| 95 | 8 - 14 |
| 125 | 14 - 25 |
| 155 | 18 - 30 |

The surge height is added to the astronomical tide to calculate the storm tide height. This data reveals that Mayport pier heights, at 11 - 12 feet above MLW, will flood at an average high tide with a 6 - 8 foot storm surge. The Bravo piers will hold ships in a higher tide due to inset bollard placement. In 1964, Hurricane Dora, with 100 knot winds, struck the coast just north of St. Augustine. A 10 foot storm surge was raised in Mayport. Fortunately, this coincided with an astronomical low tide, minimizing surge damage to the piers and surrounding area. Maximum winds in Mayport were 65 knots.

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d. Sortie and Evasion

(1) Because of the storm surge potential and lack of any high blocking terrain to provide wind breaks, none of the inland waterways or harbors in the Jacksonville area are safe havens during sustained hurricane force winds. There is some pier space available in the Jaxport area and three hurricane buoys are available northwest of Blount Island for Navy yard craft from Mayport. However, evasion at sea is the recommended course of action for all seaworthy vessels when Mayport is directly threatened with destructive force winds of 35 knots or greater which precede an intense tropical storm. Ships with large sail areas, and especially aircraft carriers and Ticonderoga-class cruisers, should evade at sea when threatened by greater than 35 knot sustained winds. Storm surge from nearby tropical storms is much more common than actual strikes for Mayport. Surge dissipating effects of inland wetlands and the intracoastal make alternate, up river berthing locations generally safe in instances where winds are not a major concern. Hurricane berths will be coordinated by SOPA (ADMIN) with the Jacksonville Port Authority. Additionally, barges, floating cranes and tugs will be moved to more secure areas designated by SOPA (ADMIN) in conjunction with the movement of ships up river.

(2) The high cost of a sortie and the low threat frequency of direct hurricane strikes to the Jacksonville area encourages a decision to stay. Fleet safety, however, is paramount and must be a key factor in a timely decision to sortie. A category IV or V hurricane on a westward track towards Jacksonville would devastate the fleet, if caught in port.

(3) Timeliness of a sortie decision is essential. Ideally, ships should be prepared and expect to get underway at about the same time that shore stations go to Condition III. However, the forecast storm track may dictate an earlier start to the sortie. The following time considerations are critical factors of a sortie decision:

(a) Night sorties should be avoided due to safety of navigation (possible delay of 8 hours or longer).

(b) A Mayport sortie may require up to 18 hours if disabled ships must be moved dead-stick to Talleyrand wharves. Normal sorties can be completed in 8 hours.

(c) Due to potential storm curvature and inherent forecast error, ships may need to transit nearly 200 NM to evade the storm (13 hour transit at 15 knots). This transit will be in less than optimal sea states due to rapid swell propagation in advance of tropical cyclones. Factoring in the above delays, sortie could take more than 36 hours from first ship's departure until the last ship reaches the rendezvous point.

e. SEASONAL HURRICANE CONDITION. This is defined as an enhanced level of readiness which includes additional training, special reporting and frequent reviews of command hurricane readiness. This condition is effective for all ships in Mayport during the annual hurricane season, 1 June to 30 November. This condition shall be consistent with ongoing routine but will include additional emphasis on hurricane preparedness. Factors which need to receive special attention include levels of fuel, lube oil and feed water on board; amount of supplies and consumables; and condition and number of fenders, lines and other mooring tackle. During this condition:

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(1) The ship's recall bill will be reviewed often and kept current.

(2) Frequent crew and duty section hurricane readiness drills will be conducted. Emphasis will be on initial actions, preparation for heavy weather and sortie, and require actions for higher conditions of readiness. NLMOD Mayport is available to assist with training lectures, briefs, and symposiums on hurricane readiness.

(3) Ships will provide REGSUPPGRU Mayport, SOPA, Immediate Unit Commander (IUC) and NAVSTA Mayport with the current status of their hurricane readiness beginning 15 May via the following message format:

FROM: USS EVERREADY
TO: COMREGSUPPGRU MAYPORT FL//N3//
INFO: SOPA MAYPORT FL
(IUC)
NAVSTA MAYPORT FL//N3/N6//

CLASSIFICATION //N03000//

SUBJ/ HURRICANE READINESS STATUS

RMKS/1. FUEL PERCENTAGE ONBOARD.

2. PROJECTED HURRICANE SORTIE UNIT ASSIGNMENT (one of the following):

UNIT ONE (greater than 75 percent fuel onboard and able to get underway with 50 percent propulsion power within four hours of notification by SOPA).

UNIT ONE ALPHA (same as unit one but less than 75 percent fuel onboard).

UNIT TWO (able to get underway with 50 percent propulsion power within 24 hours of notification by SOPA).

UNIT THREE (greater than 24 hours required to get underway with 50 percent propulsion power. Include number of hours required to achieve ship's electrical and propulsion power).

UNIT FOUR (smaller ships which can proceed under own power to hurricane berths or anchorages up river. ATF, MCM, PC and similar size ships will normally be assigned to this unit).

UNIT FIVE (ships in drydock or otherwise restricted in ability to move from current location).

3. Special circumstances affecting readiness to sortie; e.g., degradation of water-tight integrity, degradation of ships boats or life rafts, critical personnel not available to sail.

4. A. ABILITY TO GENERATE OWN ELECTRIC POWER:
- B. ABILITY TO MAINTAIN OWN FIREMAIN:
- C. STATUS OF SHIP'S BOATS:
- D. STATUS OF SUPPLIES AND EQUIPMENT ON PIER:

(Note: After initial input, changes in Hurricane Readiness status will be reported as they occur.)

(4) Foreign Ships. Visiting foreign ships' hurricane readiness will be the responsibility of the host ships. Host ships will assist the visiting ship with the message described above and ensure SOPA direction is fully understood, including conditions of readiness and sortie instruction.

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e. Hurricane/Tropical Storm Condition IV (Destructive Winds Within 72 Hours. SOPA will normally convene a meeting to brief all command on the latest data regarding the threatening storm, review individual unit readiness, assign sortie units and Units Commanders, identify unique requirements (i.e., generators, cofferdams, cranes), and provide SOPA intentions. Upon notification, ships will commence preparation for destructive weather/sortie in accordance with the following SOPA instructions as well as local ships' instructions.

(1) Imperative Actions. (Required regardless of sortie decision.)

(a) SOPA will provide a sortie intentions message that confirms sortie intentions, provides movement plan (if deemed necessary) and assigns sortie Units and Unit Commanders based on criteria described above in paragraph 506d.3.

(b) Ships moored, anchored, or nested to a buoy or pier take preparatory measures for placing main engines in commission and getting underway.

(c) Commence monitoring weather channel on URC-80 (Bridge-to Bridge radio telephone) and maintain guard on 277.8 MHz, 2716 KHz, and 385.0 MHz.

(d) Confirm unit readiness status to SOPA and REGSUPPGRU Mayport via telephone.

(e) Review hurricane and heavy weather bills. Remove all unnecessary material topside and on the adjacent pier to a secure stowage area.

(f) Brief crews on storm situation and possibility the ship may be required to sortie or move to a safer mooring. Be prepared to modify or suspend liberty or to execute the recall bill. Institute a quarterdeck sign-out log to ensure all personnel are accounted for and can be located.

(g) Review the Mayport Emergency Sortie and dispersal Communications Operations Instructions (COI) message and be prepared to institute on short notice.

(h) Upon attaining Condition IV, notify SOPA, IUC, and sortie Unit Commander.

(2) Provisional Actions. (Required based on decision to sortie or as otherwise directed by SOPA):

(a) Designated flagships prepare to embark Unit Commanders. Submit guard shifts and establish communications required to support the embarked commander. Conduct communication checks with other ships in Unit.

(b) Unit Commanders assume tactical control of units assigned and submit MOVREPs, OTSR requests and Mobile Environmental Team (MET) requests as necessary.

(c) UNIT TWO and THREE ships, assisted by SIMA, commence restoring ships machinery as necessary. REGSUPPGRU Mayport will coordinate this effort.

(d) UNIT FOUR ships prepare to proceed up river to available berths or anchorages as assigned by NAVSTA Mayport Harbor Operations Officer.

(e) UNIT FIVE ships work with Harbor Operations Officer and local contractors to acquire additional mooring tackle and other material necessary to provide greatest personnel safety and protection against damage.

f. Hurricane/Tropical Storm Condition III (Destructive Winds Within 48 Hours. If SOPA determines there is a significant risk of damage to ships in Mayport due to the approaching storm, execution of the planned sortie will normally be ordered during Condition III or Condition II.

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(1) Imperative Actions. (Required regardless of sortie decision).

(a) Unit Commanders report any changes in the status of their ships to SOPA (negative reports required).

(b) Execute recall bill unless otherwise directed by SOPA.

(c) Secure access to ship by visitors, contractors and maintenance personnel.

(d) A Disaster Assistance Party (DAP) will be established ashore to assist NAVSTA Mayport with preparations in pier areas, assist with possible evacuation of dependents, and respond to contingencies and emergencies which may arise. The DAP will consist of at least 40 personnel, including as a minimum one officer, one CPO, two PO2s or above and five PO3s or above. Unit Commanders will provide parties from assigned ships as directed by SOPA. Personnel assigned to the DAP will report to NAVSTA Mayport, Building 365 (Fire Station). DAP personnel will remain ashore under the control of NAVSTA Mayport until conditions are relaxed. Upon sortie, all vehicles assigned to afloat units will be turned over to the DAP.

(e) Upon attaining Condition III, notify SOPA, IUC, and sortie Unit Commander.

(2) Provisional Actions. (Required based on decision to sortie or as otherwise directed by SOPA). If a decision is made not to sortie, ships will add additional lines and other mooring tackle to prepare for associated conditions. If decision is made to sortie:

(a) Unit Commanders embark flagships.

(b) Ships establish a visual signal watch.

(c) Ships institute Mayport Emergency sortie and dispersal COI.

(d) Upon order from SOPA and in accordance with the movement plan, Unit Commanders will direct movement of ships within their sortie unit.

(e) Ships and afloat commanders make attainment reports to Mayport Harbor Control via Bridge-to-Bridge channel 12 for relay to SOPA Mayport. Include the following:

- B. Narrative (include how ship is riding)
- K. Loss/Damage (including effect on readiness)
- O. Logistics
 - 01. Fuel (percent)
 - 02. Feed Water (percent)
 - 03. Fresh Water (percent)
- Z. Remarks (include number of unauthorized absentees)

(f) Once underway, Unit Commanders of UNITS ONE and TWO will make a consolidated OPREP-5 report every six hours for their respective ships in accordance with COMSECONDFLT OPORD 2000. Include SOPA Mayport and SOPA (ADMIN) Mayport as info addressees. Individual ships will submit OPREP-5 feeders as required by unit Commanders.

g. Hurricane/Tropical Storm Condition I (Destructive Winds Within 12 Hours). All ships remaining inport Mayport shall:

(1) All possible precautions to safeguard personnel and material will be taken.

(2) Report emergencies which may require outside assistance to SOPA Mayport.

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(3) Ships make attainment reports to Mayport Harbor Control via Bridge-to-Bridge channel 12 for relay to SOPA Mayport.

h. Hurricane/Tropical Storm Condition Relaxation. Although it may be apparent that the hazardous weather conditions have ceased in Mayport, ships will not relax conditions of readiness and allow personnel to leave the ship until directed by SOPA Mayport. Uncontrolled personnel movement immediately following a hurricane or tropical storm may interfere with emergency restoration efforts and damage or casualty control. SOPA Mayport will relax conditions as soon as feasible.

507. HURRICANE EVACUATION CONDITIONS. Hurricane conditions of readiness should not be confused with Aircraft Hurricane Evacuation (HUREVAC) conditions promulgated by COMNAVBASE Jacksonville. (Refer to NAVSTAMYPTINST 3730.1 for additional information on HUREVAC conditions.)

508. READINESS. No condition of battle readiness is prescribed, although optimum watertight integrity shall be maintained compatible with existing conditions. All ships shall be prepared and organized to man their emergency stations (including assembly of fire and rescue parties) as quickly and completely as personnel and conditions of the ship permit.

509. SECURITY WATCHES. Commanding officers shall take such action as deemed necessary, being guided by the latest Fleet and Type Commander directives, to ensure the security of their ship. In this connection, it should be noted that effective precautions must be taken for each existing condition since measures which suffice for one condition may not be adequate for another. Preventive measures should include, among other things:

- a. Stationing and maintaining effective ships' patrols and sentries.
- b. Conducting inspections, as necessary.
- c. Denying access to important, vital and/or classified spaces and equipment to unauthorized personnel.

510. PIER SENTRIES. The Commanding Officer at each Pier/Wharf area will be responsible for posting and supervising Pier Sentries and the cleanliness of adjacent parking areas. Each ship will be responsible for policing the adjacent parking areas and Pier/Wharf area for parking violations. Scraping of decals and towing of vehicles will be done by the Security Department only. Pier passes will be issued by the Security Department.

a. Cleanliness for Charlie 1 Riverside parking lot for E-6 will be the responsibility of all ships at Charlie 1 and 2 piers. The ships will share responsibilities for parking violations in the pier parking areas.

b. All ships at Bravo piers will be responsible for cleanliness at Bravo General Parking area and parking violations on the pier/wharf area.

c. Ships at Alpha pier will be responsible for cleanliness and parking violations on the pier/wharf area.

d. Ships at Delta 4 and Echo 3 piers/wharfs will be responsible for cleanliness on the pier/wharf areas, the CPO/officer parking area by Delta 4 gate and the southwall parking area.

e. Ships at Echo 1 and 2 piers and Foxtrot wharf will be responsible for pier parking violations and cleanliness of the Echo/Foxtrot parking lot area.

f. When no ships are at the piers/wharfs, gates will be closed and locked. Each ship will be responsible for notifying Harbor Operations, Fire Department, Branch Medical Clinic and Security Department upon closure of any gate. Security

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and Harbor Operations will maintain keys to all pier gates. Locks, keys and cores will be furnished and maintained by the Physical Security Officer, NAVSTA Mayport Security.

g. All pier shacks have been furnished with post orders delineating sentry responsibilities.

511. SAFETY PRECAUTIONS AND INSTRUCTIONS GOVERNING OPERATIONS OF SMALL CRAFT. Instructions governing the safety of personnel embarked in small craft are set forth in U.S. Navy Regulations. Commanding officers and officers in charge have operational control of small craft operating from their units and are expected to comply at all times with the foregoing instructions and those hereinafter prescribed. USN small boat operations are authorized between sunrise and sunset. Coxswains shall stand off from any ship or barge moves. Small boat operations during the hours of darkness shall be conducted in accordance with applicable safety regulations. Notification must be made to the Naval Station Harbor Operations Dispatcher (270-5266/5179) prior to operating small craft and boats must maintain a guard on VHF CH-12 while underway. Extreme vigilance in the vicinity of ship and barge movements is required.

a. LOADING OF BOATS. Commanding officers will provide for the supervision and control of boat loading to ensure safe boating in all weather conditions.

b. MAXIMUM CAPACITIES. The boat capacities listed below are the maximum permissible. Capacities should be reduced when weather and sea conditions warrant.

| <u>TYPE</u> | <u>MAXIMUM PERSONNEL</u> | <u>CARGO CAPACITY (LB.)</u> |
|-------------|--------------------------|-----------------------------|
| LCM (6) | 120 | 68,000 |
| LCM (3) | 100 | 60,000 |
| LCPL | 36 | 8,100 |
| LCPR | 36 | 8,100 |
| LCVP | 36 | 8,100 |
| 50' MB | 50 | Not for handling cargo |
| 40' MB | 37 | Not for handling cargo |
| 35' MB | 27 | Not for handling cargo |
| 38' PB | 24 | Not for handling cargo |
| 50' ML | 135 | 29,000 |
| 40' ML | 75 | 15,000 |
| 36' ML | 50 | 11,000 |
| 30' ML | 35 | 7,000 |
| 26' MWB | 22 | 3,600 |

c. LIFE JACKETS

(1) Boats will be provided with a life jacket for each person embarked.

(2) Life jackets will be worn by all persons embarked in a boat operating in a strong tideway, in low visibility or in heavy or inclement weather.

(3) Boat coxswains will assure themselves that all embarked persons are acquainted with the correct method of wearing the type of life jacket with which their boat is equipped.

d. CREW REQUIREMENTS. Minimum boat crew requirements are:

(1) For boats over 30 feet in length; two coxswains, one engineer and two deck hands.

(2) For boats 30 feet or less in length; one coxswain, one engineer and one deck hand.

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(3) Coxswains must be qualified to perform their duties.

(4) Boat crews of all boats must be in the uniform of the day at all times. The uniform must be complete and presentable.

e. BOAT OFFICERS. Boat officers will be assigned to liberty boats under such conditions as rough seas, reduced visibility, at night or when large liberty parties are expected. In cases where there are insufficient commissioned officers, it is permissible to assign deck rating chief petty officers as boat officers.

f. BOATING IN LOW VISIBILITY. In low visibility, officers of the deck will ensure the boat officer and coxswain are briefed on the proposed evolution and possess a compass and predetermined courses to steer to reach their destination before permitting a boat to depart on a trip.

g. LOOKOUTS. All LCMs and covered launches will station a forward lookout when underway.

h. RULES OF THE ROAD. Boat coxswains will observe the Rules of the Road at all times.

i. PASSING SHIPS AND PIERS. When passing ships and piers, coxswains will so direct their course as to remain well clear.

j. PERSONNEL WORKING IN EXPOSED PLACES. Commanding officers shall require that personnel working in exposed places (i.e., boat maintenance, paint floats, punts, etc.) are properly equipped and tended. Side cleaners should wear noninflatable type life jackets, and men working over the side should wear a safety line.

k. DISPLAY OF NATIONAL ENSIGN. In accordance with Navy Regulations, the National Ensign is not displayed from small boats in U.S. Territorial waters except when ships are required to be dressed or full dressed; when going alongside a foreign vessel; when an officer or official is embarked on an official occasion; when a flag or general officer, a unit commander, a commanding officer or chief of staff in uniform is embarked in a boat of his/her command or one assigned for his/her personal use, when directed by SOPA.

512. SECURITY RESPONSIBILITIES AT NAVSTA MAYPORT. The enforcement of law and order and all security regulations at NAVSTA Mayport is the responsibility of the Commanding Officer. Commanding officers of fleet units are charged with the enforcement of security regulations within the immediate vicinity of their commands. When ships are berthed in the basin, this area includes the pier to which the ship is moored.

513. PERSONNEL IDENTIFICATION

a. All armed forces personnel are required to have a standard Armed Forces Identification Card (DD Form 2N) in their possession at all times. Uniforms or station decals in themselves are not accepted as identification on the naval reservation.

b. All permanent civilian civil service employees are identified by approved photographic passes or badges which are worn during normal working hours.

514. REMOVAL OF PROPERTY FROM NAVAL STATION MAYPORT. All government property which is removed from the confines of Naval Station Mayport must be accompanied by a valid, completed Property Pass (NAVSUP Form 155) in addition to invoices, Government Bills of Lading (GBL) or Transportation Control and Movement Documents (TCMD), DD Form 1348. The only other authorized passes are a Notice of Award, Statement and Release Document (DD Form 1460) or Shipment Receipt/ Delivery, DLA-1367 property validated by DRMO. All vehicles removing government property

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will use the Main Gate only. Periodic gate searches will be conducted by the security force in addition to routine inspections conducted by the Commercial Truck Inspection Station adjacent to Sentry Division, Bldg. 213.

515. GUESTS. Guests of naval personnel will be admitted provided prior arrangements for their admission are made with the NAVSTA Mayport Security Department. Personnel who arrange for entry of guests are responsible for ensuring provisions of DOD Information Security Program Regulation (OPNAVINST 5510.1H) are fully met. Personnel who arrange for entry of guests are responsible for guests' conduct and dress while on the station and their subsequent departure.

516. VEHICLE ENTRY AND OPERATION. All vehicles will be properly registered and have a current decal or government registration number affixed. Personnel reporting as part of a fleet unit homeported in Mayport will register their vehicle(s) with Security Pass/ID Branch, Bldg. 1591 (270-5585/6004) within 30 days of arrival. Vehicle registration/insurance must be maintained current in accordance with the laws of the State of Florida, and in no case will owners of non-legal vehicles attempt to operate within the Naval Station. Vehicle operations will be in accordance with NAVSTAMYPTINST 5560.2N, with applicable sections listed as follows:

a. No private vehicle will remain parked in any general parking lot or space for more than five consecutive days without written authority from the Security Officer. Vehicles may be stored at the Deployed Parking Compound in cases where

ships/units will be absent from the station in excess of five days. Violation of these provisions will result in the vehicle being towed.

b. Parking on any pier requires a special decal in addition to normal station registration and pier access.

c. No pier will be used as a thoroughfare.

d. Operators will give the right-of-way to all emergency vehicles, yellow supply "mule trains" and support/working equipment.

e. Operators will maintain their vehicles in good operating/mechanical/safety condition.

f. Seat belts will be worn by the operator/front seat passenger whenever the vehicle is in motion.

g. No person will ride in the bed of a truck/pick-up at any time.

517. FORBIDDEN ARTICLES. No firearms, dangerous weapons (see paragraph 1103), open alcoholic beverage container, illegal drugs or any life-like fake toy pistol or machine gun which could be mistaken for an actual weapon, will be attempted or brought aboard the Naval Station. Arrangements must be made with Station Security whenever weapons must be transported/carried for official evolutions such as weapons range qualifications. Federal/state law enforcement and approved guard service personnel are exempt from this provision.

518. INSPECTION OF NEWLY ACQUIRED VEHICLES FOR DRUG RESIDUE

a. Upon request of owners, Naval Station Mayport Security Department will inspect newly acquired privately-owned vehicles for drug residue.

b. To qualify for inspection by the Security Department, owners should provide:

(1) A dated Bill of Sale or a valid authorization for loan of the vehicle.

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(2) Vehicle to be inspected should be presented to Security within 24 hours after purchase or receipt of loan, on weekdays, Monday through Friday.

(3) Vehicles purchased on weekends must be presented to Security for inspection on the Monday immediately following.

c. Vehicles should be thoroughly cleaned by owners prior to being presented for inspection.

519. UNAUTHORIZED SWIMMERS IN BASIN

a. Anyone sighting a suspected unauthorized swimmer in the basin will immediately notify the Naval Station Command Duty Officer, 270-5401 who will take the following action:

(1) Ascertain from REGSUPPGRU if diving operations are being conducted (see paragraph 109)

(2) Notify COMREGSUPPGRU Mayport, SOPA Mayport and Commanding Officer, Naval Station

(3) Notify all in port ships via harbor command and by telephone

(4) Notify Security Department, 270-5583

(5) Notify Harbor Operations Department, 270-5266

(6) Notify Coast Guard, 246-5780

(7) Notify Explosive Ordnance Mobile Unit Six Detachment, 270-5412

(8) Notify HSL-40, 270-6332

(9) Notify Jacksonville Sheriff's Office, 633-4111, and Atlantic Beach Police, 249-5606

(10) Notify Naval Criminal Investigative Service, 270-5361

(11) Notify the Public Affairs Office, 270-5226/5440

b. The CDO will coordinate actions with SOPA from the Harbor Operations Duty Office (Bldg. 2), where necessary communications are available, unless otherwise directed, and will keep all concerned advised of activity in progress.

c. Responsibilities of Departments/Commands

(1) Ships in Port. On sighting or notification, ships will immediately post defense personnel in accordance with OPNAVINST 3120.32B.

(2) Security Department will post additional guards on gates to inspect all departing vehicles for diving gear, etc., provide one armed police officer for each service craft deployed in the basin search and increase perimeter patrol.

(3) Harbor Operations Department will man the duty tug and one additional craft to commence immediate patrol and search of the basin and maintain constant communication with the duty office and Coast Guard.

(4) Coast Guard will provide SAR patrol craft to the entrance of basin and St. Johns River. (If not on mission, can respond in ten minutes.)

(5) Explosive Ordnance Mobile Unit Six Detachment. Stand by to conduct underwater searches in high probability areas for explosive devices.

(6) HSL-40 will be requested to provide the duty SAR helicopter to conduct aerial surveillance, if necessary.

(7) JSO/Atlantic Beach Police will assist as deemed necessary.

(8) Naval Criminal Investigative Service will be notified if criminal activity is suspected.

d. Commanding officers of ships carrying out defensive measures will use deadly force ONLY upon direction of SOPA or in accordance with COMNAVSURFLANT-INST 5400.1C.

520. AUTHORIZED SWIMMING AREAS. Swimming within the confines of the Naval Station is permitted only at the Naval Station beaches and swimming pool.

521. FIRE PREVENTION AND PROTECTION

a. The responsibility for fire prevention and protection for ships at sea or moored rests with the commanding officer of the ship. Assistance in fire prevention and protection for ships berthed at Mayport will be rendered within the capabilities of station equipment and personnel. The Command Duty Officer, Naval Station Mayport will be notified by the affected command. The NAVSTA CDO can be contacted at 270-5401.

b. Further definition and guidance is contained in NAVSTAMYPTINST 11320.4G.

522. FIRE PREVENTION MEASURES. Commanding officers and officers in charge will ensure the following procedures are in effect:

a. Prohibition of smoking in the vicinity of any gasoline or oil storage or distribution locations, the storage locations of other highly flammable materials, ammunition and other places where danger of fire may be present or in any designated area. Such locations shall be posted with "No Smoking" signs by the activity having security responsibility for the area.

b. Prohibition of changes in the electrical wiring/fittings or indiscriminate attaching of electrical appliances, replacement of lamp bulbs or appliances with larger types or an increase of the size of circuit fuses unless authorized by the NAVSTA Mayport Staff Civil Engineer.

c. Keep unguarded electric lamps clear of combustible materials.

d. Disconnect all electrical heat-producing appliances from outlets when not in use. Maintain sufficient clearance and insulation, where necessary, between appliances and combustible material.

e. Store dangerous chemicals and compressed gases in such a manner so that accidental breakage, leakage, rupture or exposure to heat or water will not occur.

f. Prohibit welding and burning operations while ships are receiving or transferring aviation gasoline or explosives at the pier. Prohibit welding or burning operations within 50 feet of a fuel oil hose in use, an open fuel tank, the vent terminus from a fuel tank or an area where fuel oil or fuel oil vapors are present or may reasonably be expected to be present during fueling.

g. Notify the Station Fire Department of any gas or oil overflow from the ship.

h. Indoctrinate shipboard watchstanders in location of dockside fireboxes and Station Fire Department emergency telephone number, 270-5333.

523. FIRES ABOARD SHIP

a. Notify NAVSTA Mayport Fire Department by telephone (270-5333). Notification of fire aboard ships should be made to SOPA Mayport and SOPA (ADMIN) Mayport immediately via harbor common or any other means available. Notification will be given to the Command Duty Officer, Naval Station Mayport at 270-5401 and the Harbor Operations Surface Coordinator at 270-5179/5266.

b. In the event of fire aboard a ship berthed at NAVSTA Mayport, the ship may remain in the berth or get underway at the discretion of the NAVSTA Mayport Commanding Officer. Tugs will be dispatched to assist the ship either as fireboats or to get underway. Tugs acting as fireboats will be under the control and direction of the commanding officer of the ship concerned.

c. Ships conducting general emergency, fire or rescue and assistance drills while berthed at NAVSTA Mayport shall, not less than 15 minutes before commencement of such drill, inform adjacent ships and the NAVSTA AOOD, X5401, giving the type of drill and time of commencement.

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524. RESCUE AND ASSISTANCE PROCEDURES

a. Purpose: To standardize casualty assistance procedures for all ships in the Mayport basin, in support of increasing the number of onboard duty sections.

b. References

- (1) OPNAVINST 3120.32C
- (2) NSTM S9086-S3-STM-010/CH555 V1
- (3) NWP 3-20.31
- (4) NAVEDTRA 43119-G

c. Definitions

(1) Casualty Ship. A vessel which experiences a casualty and may require the assistance of off-ship assets to combat the casualty, including but not limited to, fire, flooding, and collision.

(2) Assist Ship. A vessel in the same harbor subsection as the casualty ship, which provides necessary casualty assistance.

(3) Subsection. An established grouping of ship berths, within which Rescue and Assistance details will be provided in the event of a casualty on one of the sister ships. The following standard subsections are established in the Mayport Basin:

- (a) Piers A and D (Subsection A/D)
- (b) Piers B and C (Subsection B/C)
- (c) Piers E and F (Subsection E/F)

When unusual berthing situations exist; i.e., few ships in port, pier construction/repairs, etc., SOPA may designate other subsection assignments, which will be promulgated in the weekly Naval Station Harbor Operations Department movement message.

(4) Command Post. A centralized area on the pier, adjacent to the casualty ship, established to coordinate the use of off-ship assets with ongoing damage control efforts.

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(5) Assistance Coordinator. A senior, knowledgeable member of the casualty ship's crew designated to organize and direct Command Post activities.

(6) Personal Protective Equipment (PPE). Specific to the assist ship's rescue and assistance team members, they will arrive at the Command Post with a carry bag containing the following PPE: fire retardant coveralls; a fire fighting ensemble; fire fighting helmet, boots, and gloves; flash gear; and an OBA with canister.

d. Casualty Ship Responsibilities. In addition to responsibilities outlined in references (1) through (4) and other applicable instructions, the following responsibilities are assigned:

(1) The Commanding Officer will:

(a) Designate level of damage control readiness to be maintained in port, taking into consideration engineering plant status; i.e., cold iron, auxiliary steaming, etc.; forecast weather; SOPA designated storm conditions; ship operations; i.e., ammo movement, movement of flammable liquids, etc.; availability of harbor assist assets; damage control proficiency of crew; and any other factors deemed appropriate to ensure adequate safety of ship's equipment and personnel.

(b) Promulgate amplifying guidance to this instruction as required to address additional conditions.

(2) The Executive Officer will:

(a) Oversee execution of responsibilities by subordinate personnel as designated in this and other pertinent instructions.

(b) Ensure Rescue and Assistance Detail is maintained in a high state of readiness, through qualifications, frequent drills, routine equipment maintenance, and inspections.

(3) The Chief Engineer Officer will supervise Damage Control Assistant and inport damage control organization in the execution of their responsibilities.

(4) The Damage Control Assistant will:

(a) Ensure all rescue and Assistance equipment, designated in ship's Allowance Equipage List (AEL), is stowed and maintained in accordance with applicable PMS and reference (4).

(b) Designate Rescue and Assistance Detail members ensuring all are qualified Advanced Damage Control watch stations 301 - 308 (NAVEDTRA 43119-G).

(5) The Command Duty Officer will:

(a) Ensure assigned inport watch organization and duty section damage control parties are sufficient for existing conditions and qualified for assigned duties.

(b) Supervise organizational efforts with particular emphasis on coordination of off-ship assets with ship's force efforts.

(6) The Officer of the Deck will:

(a) Pass the type and location of the casualty over the 1MC.

(b) Maintain a constant guard on VHF radio (Bridge-to-bridge) channel 12, for assist ship coordination.

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(c) Notify assist ships of the casualty via VHF radio channel 12, required to include the type and extent of the casualty and any additional equipment assist damage control efforts. If a ship in the subsection fails to acknowledge the radio transmission, alternate communication methods, such as quarterdeck phone and messenger, shall be attempted.

(d) Control Quarterdeck traffic to prevent interference with damage control efforts.

(e) Update assist ships as necessary concerning the status of the casualty and their respective Assist Team members via channel 12.

(7) The Engineering Duty Officer will:

(a) Establish communications from Damage Control Central, with the scene, Quarterdeck, and Assistance Coordinator.

(b) Assume control of damage control efforts including direction of assist assets via the command post.

(8) The Assistance Coordinator will:

(a) Establish and organize a command post, either onboard or on the pier, adjacent to the Casualty Ship, to include IVCS or X40J communications with Damage Control Central.

(b) Maintain a current status of the casualty in accordance with reference (3).

(c) Muster the assist ship's Rescue and Assistance teams, obtaining from each, the ship's name, names of team members, and any additional support equipment brought to the Command Post.

(d) Brief the Station Fire Department and the Rescue and Assistance teams on the type, extent, and location of casualty and the current progress of damage control efforts.

(e) Deploy assist teams with a knowledgeable escort from the Casualty Ship, as requested by the Engineering Duty Officer. NOTE: Assist ship's teams should not be broken up if feasible.

(9) The Casualty Ship Fire Marshal will coordinate damage control efforts IAW reference (3), including the use of assist teams and Station Fire Department personnel.

e. Assistant Ship Fire Marshal Responsibilities. In addition to responsibilities outlined in references (1) through (4) and other applicable instructions, the following responsibilities are assigned:

(1) Muster a Rescue and Assistance Detail consisting of a minimum of six qualified personnel, ensuring they have the proper equipment to combat the casualty. At a minimum, equipment will include standard response PPE designated above and any additional equipment requested by the Casualty Ship.

(2) Send Rescue and Assistance detail to the Command Post, adjacent to Casualty Ship by fastest available means.

f. Naval Station Mayport Responsibilities. In addition to responsibilities outlined in references (1) through (4) and other applicable instructions, the following responsibilities are assigned:

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(1) Station Fire Department will:

- (a) Respond to Casualty Ship and assist in establishment of Command Post, with available assets, and provide assistance as requested by the Assistance Coordinator.
- (b) Brief the Assistance Coordinator on available Assistance Teams and Resources.
- (c) Coordinate use of Harbor Operations Department Tugs, as necessary.
- (d) Provide Emergency Rescue personnel and emergency medical services (EMS), as necessary.

(2) Harbor Operations Department will:

- (a) Notify the Station Fire Department, Security Department, and SOPA of the casualty information.
- (b) Conduct a daily radio check on VHF radio channel 12.
- (c) Provide tugs as requested for damage control support.

(3) Security Department will provide traffic control on the piers and associated roads to prevent interference with responding vehicles and keep uninvolved vehicles clear of scene.

g. Procedures

(1) All ships, while moored in Naval Station Mayport, Harbor Operations Department, Station Security Department, and SOPA, will continuously monitor bridge-to-bridge radio channel 12. Channel 12 will be used as the primary method of casualty notification and requests for assistance. This channel will also be used to keep ships apprised of damage control efforts and the status of their Rescue and Assistance team members.

(2) Station Fire Department, Harbor Operations Department, Station Security Department, SOPA, and all sister ships in the harbor subsection shall be notified and shall provide assistance for all casualties. When notifying commands of the casualty, they should state if any additional support equipment is required.

(3) Casualty Ship shall provide a knowledgeable, senior crew member to organize a Command post, on or adjacent to the Casualty Ship, and act as the Assistance Coordinator, with either an X40J, hand held radio, or an IVCS extension for communications with Damage Control (DC) Central.

(4) The Assistance Coordinator will establish and organize a command post, either on board, or on the pier, adjacent to the Casualty Ship. The Assistance Coordinator will establish communications with DC Central and maintain a current status of the casualty.

(5) The Assistance Coordinator will muster the assist ship's Rescue and Assistance teams, obtaining from each team the ship's name, names of the team members, and any additional support equipment brought to the Command Post.

(6) The Casualty ship will provide all damage control gear with the exception of PPE for the assist teams. Should additional gear be required later, the ships will be notified via ship to ship radio channel 12.

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(7) The Casualty ship will provide an Advanced Damage Control qualified escort, watch stations 301 - 308 (NAVEDTRA 43119-G), in an OBA, and knowledgeable of the location and status of the casualty, who will lead and stay with each assist ship's team until relieved. Then, he/she will lead the team to the designated OBA change out area.

(8) Station Fire Department will check in with the Assistance Coordinator at the Command Post, and provide background assistance as required by the Casualty Ship and coordinate assistance from the harbor C-tractors, if required.

(9) Assist Ships shall supply a Rescue and Assistance Detail consisting of at least six personnel who are advanced damage control qualified watch stations 301 - 308, (NAVEDTRA 43119-G), with PPE for the casualty. Assist teams will provide with a carry bag containing the following PPE: Fire Retardant coveralls, a fire fighting ensemble, fire fighting gloves, fire fighting boots, flash gear, OBA with canister, and a fire fighting helmet. The Assist team will bring any additional equipment required by ship in distress.

(10) Assistant Ship Fire Marshal will conduct a quick gear check with the Assist Team prior to departing their ship, to ensure all equipment is in proper working order. Maintain names of all team members.

(11) Upon arriving at the Command Post, the Rescue and Assistance Team Leader will check in with Assistance Coordinator and provide the Assist Ship's name, names of all team members, and any support equipment brought.

(12) The Assistance Coordinator will brief the Station Fire Department and the Rescue and Assistance teams on the type, extent, and location of casualty and the current progress of damage control efforts.

(13) The Assistance Coordinator will deploy assist teams with a knowledgeable escort from the Casualty Ship, as requested by the Engineering Duty Officer. NOTE: Assist ship's teams should not be broken up if feasible.

(14) All initial actions and on board fire fighting procedures should be conducted IAW references (a) through (c).

525. REQUEST FOR MILITARY WORKING DOG (MWD) TEAM UTILIZATION. Each ship should assign a shipboard MWD Coordinator to conduct liaison between the unit and Security MWD Team (270-6046), Bldg. 213. The MWD Team has been proven a very successful deterrent to the abuse and trafficking of drugs by ships' personnel and is an active tool for interdiction efforts. Specific details for MWD Team utilization and scheduling is contained in NAVSTAMYPTINST 5530.3B.